

# The Hong Kong Daily Press.

No. 8525

六月初三十一日

HONGKONG, MONDAY, APRIL 20TH, 1885.

一月

第十二月四英年

PRICE \$2 PER MONTH

20APL85  
SINGAPORE

## SHIPPING.

## INTIMATIONS.

ARRIVALS.  
April 17, GLENCAIRN, British steamer, 1,065, A. Taylor, Captain 14th April. Rice—JARDINE, MATTHESON & Co.  
April 18, LIDE, British steamer, 620, Leitch, Whampoa 16th April. General—JARDINE, MATTHESON & Co.  
April 18, REIMS, Spanish steamer, 652, L. Fremoya, Cabo 12th April. Sugar—DUNN, MEATH & Co.  
April 18, PEKING, British steamer, 854, G. Hornerman, Shanghai 15th April. General—SIEMESSEN & Co.  
April 18, TANAKA, French steamer, 1,260, A. Paul, Yokohama 11th April. Mails and General—MESSAGERIES MARITIMES.  
April 19, NANZING, British steamer, 374, W. H. Jackson, Shanghai 16th April. French Mail and General—JARDINE, MATTHESON & Co.  
April 19, THIENH, British steamer, 1,571, W. B. Mudie, Yokohama 11th April. Mails and General—P. & O. S. N. Co.  
April 19, PENG-CHIAO-HAI, Chinese g.-bt., from Canton.  
April 19, HAF-SEIN, American steamer, 763, Peter森 Shanghai 16th April. General—RESS & Co.  
CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.  
15TH APRIL

City of Tokio, Amr. str., for Yokohama.  
Billy Simpson, British bark, for Taiwan.  
Yorkshire, British str., for Saigon.  
Saltee, British str., for Haiphong.  
Lido, British str., for Chefoo.  
Ningo, British str., for Shanghai.  
Anna Bertha, German bark, for Tianjin.  
Pembroke, British str., for Saigon.  
Margaria, Spanish brig, for Manila.

DEPARTURES.  
April 18, CAUDADE, British str., for Whampoa.  
April 19, DEUCALION, British str., for Amoy.  
April 19, NINGPO, British str., for Shanghai.  
April 19, PEMBROKESHIRE, British steamer, for Saigon.  
April 19, CITY OF TOKIO, Amr. str., for San Francisco.  
April 19, ATLANTA, German str., for Shanghai.  
April 19, YORKSHIRE, British str., for Saigon.  
April 19, SAINTS, British str., for Haiphong.  
April 19, ANNA BERTHA, German bark, for Tientsin.  
April 19, LIDO, British str., for Chefoo.  
April 19, CRESCEST, Amr. bark, for New York.  
April 19, ASTIC, French g.-bt., for Haiphong.  
April 19, PEKING, British str., for Whampoa.

## PASSENGERS.

ARRIVED.  
Per BOOM, str., from Cuba.—Mr. and Mrs. Flatherly, Messrs. G. Grifall and J. Macleod, and 2 Chinese.  
Per Glengarry, str., from Saigon.—1 Chinese.  
Per Peiping, str., from Shanghai.—Messrs. Ko and Bauer, and 30 Chinese.  
Per Viceroy, str., from Shanghai.—Rev. and Mrs. George M. Newell, 2 children, Messrs. Caribaldi and Mandel, and 26 Chinese.  
Per Tonkin, str., for Hongkong.—From Yokohama.—Messrs. G. Ho and P. Cardeos. From Kelung.—Mr. Uhlmann. From Makassar.—Capt. Caronzi and Mr. Galles.  
Per Tibet, str., from Yokohama.—Mr. and Mrs. Krebs and servant, Mr. and Mrs. Hughes, Messrs. W. H. Taylor, S. Macpherson, E. D. Hadley, Scratton, and Mr. W. Hagart and servant, and one distressed seaman.  
Per Hua-ki, str., from Shanghai.—5 Chinese.  
DEPARTED.  
Per Ningpo, str., for Shanghai.—Mr. Lang, Mrs. Scalp, Miss Rosa Gibson, and Mr. Kipling.  
For CITY of Tokio, str., for Yokohama.—Mr. Paul R. Forbes, and 1 European. For San Francisco.—Miss M. B. Thompson, Mr. J. F. Cissier, 2 Europeans and 1,140 Chinese.

REPORTS.  
The British steamer *Thistle* reports left Yokohama on the 11th April, and had rain and misty weather throughout.

The British steamer *Nanzing* reports left Shanghai on the 10th April, and had strong N.E. monsoon and following sea, cloudy and thick weather during the passage.

The British steamer *Peking* reports left Shanghai on the 16th April, 11 A.M., and had moderate S.E. and S.W. wind to Turpanfu; from thence N.E. wind and dirty weather.

The American steamer *Ho-shin* reports left Shanghai at 5.30 A.M., 16th April, 10 p.m. anchored near Gatzlau in thick fog; got under weigh at 5.30 A.M. had light N.E. winds and fine weather to 1 p.m. Sunday; thence thick weather and rain to arrival.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.  
(For last Mail's Advice.)

West Australian, Hongkong Mar. 1  
Laetus (s.) Shanghai Mar. 2  
Dartmouth, Hongkong Mar. 2  
Cassandra (s.) Shanghai Mar. 3

VEHICLES EXPECTED AT HONGKONG.  
(Corrected to Date.)

J. V. Troop, New York, Nov. 24  
Wilts, Cardiff, Dec. 8  
Rufus E. Wood, Cardiff, Dec. 16  
Bantam (s.), Glasgow, Dec. 23  
Highland Chief, Cardiff, Dec. 26  
Highlander, San Francisco, Jan. 13  
Barry, Cardiff, Jan. 14  
County of York (s.), Liverpool, Jan. 16  
Conest., New York, Feb. 10  
Columbus, London, Cardiff, Feb. 14  
Antonette, Penarth, Feb. 14  
Metapont (s.), Hamburg, Feb. 15  
Sea of China, London, Feb. 17  
Reporter, Penarth, Feb. 17  
Rosina, Cardiff, Feb. 18  
Lord of the Isles (s.), London, Feb. 27  
Bella of Oregon, Cardiff, Mar. 2  
Bella of Oregon, Cardiff, Mar. 2

NOTICES OF FIRMS.

## NOTICE.

I HAVE This Day established myself in CANTON and MACAO as TEA INSPECTOR & GENERAL COMMISSION MERCHANT under the Style and Title of E. W. MITCHELL & CO.

EDWARD W. MITCHELL,  
Canton, 10th April, 1885. [763]

NOTICE.

WE HAVE This Day OPENED A BRANCH of our FIRM at this Port, and have authorized Mr. G. MACKRIEL SMITH to sign our name.

MABEGGESSON & CO.  
Canton, 1st April, 1885. [683]

NOTICE.

WE HAVE This Day Established a BRANCH of our FIRM at Peking, and Mr. JOHANNES HARTWIG LEHMANN has been admitted a Partner in this Branch.

MR. HERMANN LOUIS CHRISTIAN OTTO has This Day been admitted a Partner in our FIRM at Hongkong, Canton, and Shanghai.

PUSTAU & CO.  
Agents.

Hongkong, 18th January, 1885. [128]

FIRE INSURANCE COMPANY, OF 1877.  
IN HAMBURG.

The Undersigned, Agents of the above Company, are prepared to ACCEPT RISKS at Current Rates.

GILMAN & CO.  
Hongkong, 1st January, 1885. [116]

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HONG KONG & CHINA, 1st April, 1885. [687]

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## CHINESE INN.

Mr. Hoss, in his report of a journey through Central Szechuan, printed as a Parliamentary paper, has the following reference to Chinese inns:

"I have already stated that it was not my intention to describe Chinese inns, as I found an exception I should mention it. The exception I have now found is in Jung-Haien. We are quartered in the best inn it has been my lot to inhabit during the last three years. A large screen before the door obscures one of the most objectionable things a traveler has to encounter in the interior—the stolid and unattractive people of the native. The mattresses on the bedsides, the plain polished tables of the usual patty stores, and the simple chairs and trees are also of inferior workmanship. Now that I am on the subject of Chinese inns I cannot do better than give a Chinaman's own ideas on the point. It is the custom of those who can write sensible verses on the walls of their rooms. These verses are often amusing, and they frequently contain plays on characters, and allusions to the good or bad qualities of the innkeeper in praise of the place; but there is nothing like a good breakfast so much in accordance with my own experience that I cannot refrain from reproducing it in English garb. It should be mentioned, too, that the inn was decidedly superior to the average."

The price runs thus—

"Within this room you'll find the rate  
At least a goodly score,  
The weight of your baggage is bound to weigh,  
Or a little more,

"At night you'll feel a myriad bugs,  
And gnats, and crawl and bite;

"It costs a cent to light a candle,  
Get up and strike a light."

There may be a little exaggeration of weights and numbers, but the lines are a faithful attempt to portray a part of the truth. Had the author given us a few more lines on mosquitoes and fleas, the picture would have been tolerably complete.

## NINGPO.

14th April.

Five of the foreign sailors belonging to the Chinese fleet have been discharged and their passage paid to Shanghai. Yesterday afternoon the French Admiral was seen signaling to Chin-hai. It is reported he has asked to have an interview with the Tso-tai (Chinese General). The French are now being communicated with the shore.—*Mercy Correspondent.*

## TIENSIN.

8th April.

The announcement of the sudden conclusion of peace between France and China caused a great sensation here on Monday, and people were asking whether we were not being treated to another farce. At first, it was thought also to be the result of the fall of Li Hung-chang, but the telegrams from Shanghai, to judge by the incredulous telegram that are pouring in from that quarter.

As to the Japanese affair, if the Korean Question could be drowned in the flowing bowl it would soon be disposed of, for such a see-saw of feasting between Count Ito and Li Hung-chang was never seen. Everything goes as merry as a marriage-bell, and as long as the Japanese are still here to come to close quarters and are able to sustain the cost, all will continue to go well. But a gastrin attack might bring the negotiations to a premature close, and the same result may also be attained by the Japanese Commissioner advancing his front. To speak plainly, the Chinese Government will itself cut ballast or cargo would upset, while it was to under any circumstances, as it rolls, less power by reason of the screws being more deeply set in the water. A model was exhibited of a ship 430 feet long, with a water-line breadth of 68 feet below the water-line, displacement 10,677 tons.

A correspondent of an American paper says the true inwardness of the cause of Lord Garroway's jilting Miss Fortescue was as follows: "When the health of Lord Cairns, Garroway's papa, became impaired from a too close attention to his duty in the House of Lords, he accepted the position of Lord Justice, the salary of which is £7,000 a year. Disraeli's first act, on becoming Prime Minister, was to send a cable to Lord Cairns to inform him of his elevation. This ill-considered offer was politely refused on the ground that Cairns could not afford the expenses necessarily incidental to so exalted an office." Robert McCalman, the wealthy head of the family of McCalman Brothers, who was married to a sister of Lord Cairns, heard of the proposal and instantly sent for Cairns. Having learned from him that he refused the Premier's offer, he said: "But that not stand in your way, I will set aside £20,000 a year for you," and he did. The young man, however, settled on young Garroway, subject to certain restrictions, and subject to the approval of his father and his Aunt McCalman. At the last moment, after buying and cajoling, and threatening the young man with all sorts of things if he did not give up Fortescue, Aunt McCalman stopped in and swore she would have the settlement out of. Then he gave her up.

The surprising result is made that Vassar College is not the only school lately languished death through the medium of humorous paragraphs in the newspapers. Young women do not wish to go to a college that is the favorite subject of jest with every cheap wit, and the consequence is that now Vassar has only half as many students as it had ten years ago. It seems that jokes have the power to kill even when as tame and stupid as those made about Vassar College. Following, in 1877, the first year, is one of the following: "Vassar girls don't give up Fortescue."

With Japan, it is not an impossible thing, though every body dreads and hopes that a peaceful solution of the Korean Question may be brought about. The matter has been referred by the Tsungli Yamen to the Viceroy Li in Tsin-tien. It is expected that he will steer the country through these difficulties as adroitly as he has done many times before. The demands of the Japanese, however, are such that many enter into grave doubt as to the possibility of such a thing.

Prince Chih is better, and lately had an audience with the Empress Dowager. His railroad to the mines west of Peking has received recently no attention, on account of the now pressing business of the war with France, and troubles in and around the Celestial Empire.—*Daily News Correspondent.*

## THE TERRITORIAL SYSTEM.

We have received from a valued military correspondent a story which we should hesitate to believe were not its accuracy in every particular guaranteed. A little time ago, a young man, of good physique, applied to a recruiting officer at the head-quarters of his district, to be received into the army. Having passed the medical examination, he asked to be sent to his own county regiment, in the ranks of which he had many friends. The answer was, that he might as well join any one out of six named corps, but not his own county regiment until a special application had been made to the Horse Guards. This would of course involve considerable delay, and in the mean time, the applicant, who had spent his last shilling for the passage of the river, lay by the side of the canal, waiting for the arrival of the next boat, which he could not have to support himself as best he could. Not even after waiting and starving for several days was it certain that he would gain his object, it being optional with the authorities to refuse the special permission. Our correspondent affirms that this is not by any means an isolated instance of the compulsion exercised on recruits to make their own regiments where rank need not be given. In this case, however, there was a formal written connection. If this be the case, the much-landed system of establishing close relations between regiments and special localities is plainly a sham, extending very little further than the cumbersome regimental designations which have been substituted for the old numbers.—*Globe.*

## THE MERCANTILE MARINE IN TIME OF WAR.

People often talk loosely, says the *Broad Ax*, as if our navy supported the merchant marine in time of war. In fact, the merchant service is, so far as it goes, an undoubted source of defensive strength, but not so in this country. Those who are brought much in contact with British merchant sailors and whose business is with British merchant shipping, know very well that every year the number of aliens in our mercantile fleet is increasing. The Swedes, Norwegians, and others have been leaving the ships of the English or Scotchmen, and in addition they have the further advantage of a better reputation for efficiency and sobriety. Our large steamships, trading through the Suez Canal, are mostly manned by Lascars and Chinamen, and several large ship-owning firms persist in giving the commands of their vessels to Scandinavians or Germans for the same reason, to the employ of whom the English and Scotchmen are not. It is not time, then, that the Government considered this question very seriously. For many years now we have obtained the services of the Royal Navy by entraining them as lads and teaching them the duties of the general training-ships. When not at sea in commissioned ships they have been kept at receiving schools and barracks, so that every boy, from the first to the final stage, has had a soldier's life for the service of the country. This system is an excellent one and needs no improvement. It is, however, a truth beyond any doubt that we have not enough seamen nor enough boys in training. The present complement of men in the Royal Navy is, we believe, slightly in excess of that of several preceding years, but not to an appreciable extent. As was very truly remarked by a naval authority, "We are not meeting the United States Institution, we are not third-mates in the navy than we have here. This necessity will become even more pressing when the promised additions are made to the navy."

Already a difficulty is frequently found in obtaining sufficient seamen from barracks and receiving ships when a vessel is to be commissioned. If we continue to employ sailors ashore in our military campaigns, as has been done so frequently of late, the necessity will become still greater. Individually there is no sign of degeneracy, but our numbers are decreasing. Many of the traditions characteristic of the British far are, happily, now vanishing, and he is, therefore, a less dangerous being to encounter in the interior—the stolid and unattractive people of the native. The mattresses on the bunks, the plain polished tables of the usual patty stores, and the simple chairs and trees are also of inferior workmanship. Now that I am on the subject of Chinese inns I cannot do better than give a Chinaman's own ideas on the point. It is the custom of those who can write sensible verses on the walls of their rooms. These verses are often amusing, and they frequently contain plays on characters, and allusions to the good or bad qualities of the innkeeper in praise of the place; but there is nothing like a good breakfast so much in accordance with my own experience that I cannot refrain from reproducing it in English garb. It should be mentioned, too, that the inn was decidedly superior to the average.

The price runs thus—

"Within this room you'll find the rate  
At least a goodly score,  
The weight of your baggage is bound to weigh,  
Or a little more,

"At night you'll feel a myriad bugs,  
And gnats, and crawl and bite;

"It costs a cent to light a candle,  
Get up and strike a light."

There may be a little exaggeration of weights and numbers, but the lines are a faithful attempt to portray a part of the truth. Had the author given us a few more lines on mosquitoes and fleas, the picture would have been tolerably complete.

## OLLA PODRIDA.

To the number of curious plants, such as the carnivorous and striking plant, a new specimen has lately been added which is described as the travelling plant. It is said to be of the valley species (*Convallaria polygonoides*) and has a root, or rhizome, by which it is propagated. On this account, Lord C. G. Lundborg, of the Royal Botanic Garden, has recently proved that all the stems have a chance of showing what they can do. Such chances will probably be fewer on shipboard, than for, yea, for the reasons already stated, but when they do come, it will be a sad calamity if it be found that, while the quality of our sailors remains unimpaired, they are deficient in numbers.

THE AMERICAN MAIL.

The P. M. steamer *City of New York*, with the next American mail, left Yokohama on the 13th, and is due here to-day.

The P. M. steamer *City of Peking*, with the succeeding American mail, left San Francisco on the 4th April, and may be expected here on or about the 6th May.

THE FRENCH MAIL.

The M. M. steamer *Yardang*, with the next outward French mail, passed Cap St. James on the 17th, and may be looked for here on or about the 20th instant.

THE ENGLISH MAIL.

The P. and O. steamer *Petra*, with the next English mail, left Singapore at noon on the 18th, and is due here on the 23rd instant.

THE INDIAN MAIL.

The Indo-China steamer *Tsingtao*, with the next Indian mail, left Calcutta on the morning of the 18th April, and is due here on or about the 4th May.

STEAMERS EXPECTED.

The British steamer *Ashore* left Singapore on the 14th, and is due here on or about the 20th instant.

The Austro-Hungarian Lloyd's steamer *Amstera* left Singapore at 1 p.m. on the 15th, and may be expected on or about the 20th instant.

The Union Line steamer *Lord of the Isles* left Singapore on the afternoon of the 16th, and may be expected here on or about the 22nd instant.

The R. & A. S. S. Co.'s steamer *Gloria* left Port Darwin on the 16th, and may be looked for here on or about the 26th instant.

POST-OFFICE NOTICES.

When Correspondence has been mislaid or delayed (both of which are liable to occur occasionally) as to the address need be given on the cover. Send to the Postmaster-General, who will receive it, and forward it, as far as may be, to the other post office, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

Attention is invited to the following particulars on the subject of Local Delivery.

LOCAL DELIVERY.—No delivery is attempted on board ship, at the Post, Kowloon, Aberdeen, Silk and Valuables, or Bureau, even though named on the address; when there is a place of business near, at which delivery can be effected (Postal Guide, par. 11).

The above Rule is not new, but has been the invariable rule of the Post Office for many years. Considerable efforts have been made to secure its being generally understood.

To prevent however, if possible, any further disappointment in the matter, it will appear permanently on the Mail List issued twice every day from the Daily Press Office.

The Postal Guide for 1885, revised to date will be found in the Daily Press Directory, p. 332 large edition, p. 637 small edition. This is the only authorized complete Summary of Postal Information published in Hong Kong.

528 The authorized List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Swatow and Hongkong, for P. C. Chon Kuan, to-day, the 20th inst., at 11.30 a.m.

For Foochow, to-day, the 20th inst., at 11.30 a.m.

For Tsin-tien, Per Chinkung, to-day, the 20th inst., at 3.30 p.m.

For Shanghai, Foochow, to-day, the 20th inst., at 3.30 p.m.

For Canton, Foochow, to-day, the 20th inst., at 3.30 p.m.

For Ningpo, Foochow, to-day, the 20th inst., at 3.30 p.m.

For Amoy, Foochow, to-morrow, the 21st inst., at 4.30 p.m.

For Manila, Foochow, to-morrow, the 21st inst., at 4.30 p.m.

For S. Amoy, Amoy, and Taiwanfu, Foochow, to-morrow, the 21st inst., at 2.30 p.m.

For Straits and Bombay, Per Adora, on the 20th inst., at 2.30 p.m.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Irouzay* will be despatched on TUESDAY, the 21st inst.

With Mails for the United Kingdom, Europe, and places beyond, via *Brindisi*; to Genoa, Savona, and Marseilles, Calcutta, Hongkong, and Siam.

For Mails to America, via *Brindisi*, to Genoa, Savona, and Marseilles, Calcutta, Hongkong, and Siam.

For Mails to Australia, via *Brindisi*, to Genoa, Savona, and Marseilles, Calcutta, Hongkong, and Siam.

For Mails to South America, via *Brindisi*, to Genoa, Savona, and Marseilles, Calcutta, Hongkong, and Siam.

For Mails to Africa, via *Brindisi*, to Genoa, Savona, and Marseilles, Calcutta, Hongkong, and Siam.

For Mails to India, via *Brindisi*, to Genoa, Savona, and Marseilles, Calcutta, Hongkong, and Siam.

For Mails to Persia, via *Brindisi*, to Genoa, Savona, and Marseilles, Calcutta, Hongkong, and Siam.

For Mails to Japan, via *Brindisi*, to Genoa, Savona, and Marseilles, Calcutta, Hongkong, and Siam.

For Mails to China, via *Brindisi*, to Genoa, Savona, and Marseilles, Calcutta, Hongkong, and Siam.

For Mails to Korea, via *Brindisi*, to Genoa, Savona, and Marseilles, Calcutta, Hongkong, and Siam.

For Mails to Siam, via *Brindisi*, to Genoa, Savona, and Marseilles, Calcutta, Hongkong, and Siam.

For Mails to Persia, via *Brindisi*, to Genoa, Savona, and Marseilles, Calcutta, Hongkong, and Siam.

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For Mails to Persia, via *Brindisi</*

## EXTRACT.

## FOR SALE.

## FOR SALE.

SIR WILFRED LAWSON AND THIS PREMIE.  
The following is to be sold at an auction from a  
letter written by Sir Wilfred Lawson to a friend in the  
Portuguese.—

"Egypt has our Old Man right.  
I will support him yet, and serve him right,  
E'en now he's struggling in the breakers,  
Encouraged thon by fighting Quakers,  
But you and I are clear, I think,  
On this point, as we are on drift,  
More shameful deals I never knew  
Than those of William and his crew,  
Oh! when will Justice end the war,  
When shall we have a Good Old man?"  
—Gloce.

## A ROMANCE.

By the discovery of an old will in Hung-  
ary three persons living in Cleveland (Ohio)  
and one in Africa (says the New York Times)  
became joint heirs to an estate valued at  
more than \$6,000,000 dollars, or about  
\$2,000,000. The story which is true be-  
yond question, reads like a page from a  
book of fairyland. Early in the present  
century there dwelt at Presburg, Hungary,  
an old couple named Weislovitch, very  
wealthy and without children. To comfort  
their old age they adopted a young girl as  
their daughter. Mrs. Weislovitch died when  
the adopted daughter was 17 years of age.  
Her husband, then over 70, soon after  
married the young girl, and so the  
young widow came into possession of the  
whole estate. She married again, this time  
a physician only a few years her senior. At  
her death, which occurred a few years after  
her second marriage, her husband, she being  
childless, inherited the property. The  
relatives of Weislovitch claimed that a will  
had been drawn up by him, leaving the  
bulk of his wealth to them, and so brought  
suit to recover their share. The case dragged  
on for years, and litigants became scattered  
by removal and death, so that it was finally  
dropped out of the courts. Not long ago  
the physician who married the young widow  
of Weislovitch was stricken down in the  
streets of Pesth by paralysis. Two students  
in that city, sons of one of the living heirs  
to the Weislovitch estate, read of the in-  
cident in a local paper, and noticed that the  
name was that of the man who as they  
always claimed, had cheated them out of  
their inheritance. They began an investigation,  
and found that it was the same person.  
Pushing their inquiries further, they ran  
across an old lawyer in Poland who had been  
the legal adviser of their great-great uncle.  
He remembered that will, such as the heir  
alleged, had been drawn up by him, and  
upon further search the long-missing document  
was found hidden away among a lot  
of musty and long-forgotten papers. Its  
contents established their claim to the dis-  
puted estate, and as the physician, whose  
name is not given, soon after died, there was  
nothing in the way of their taking possession  
of the property they had so long been de-  
prived of. The necessary legal steps were  
taken to confirm their title and to inform  
the heirs in this country—four in number—  
John Weislovitch, or Whitelaw, as he is  
now called, of Akron, a milliner; Mrs.  
Fratter, Mrs. Emanuel Goldberg, and Mrs.  
Emanuel Rosenberg, of this city. Of the  
original heirs of Weislovitch, only one  
family remains—11 brothers and sisters—  
who, with the exception of the above four,  
reside in Hungary. Weislovitch was their  
great-uncle. The estate consists principally  
of valuable lands which yield a large income,  
and is one of the largest in that section of  
Hungary. The Ohio heirs are in moderate  
circumstances. They will leave for Pes-  
burg as soon as their affairs in this country  
can be settled up. They have been very  
desirous to keep the whole matter a secret,  
but the story leaked out, despite their at-  
tempted secrecy.

## THE YOUNG PRINCES AT SEA.

The following extract is from an interest-  
ing account published in the current number of  
the English Illustrated Magazine of the  
voyage of Prince Edward and Prince George  
of Wales in the Bacchante in the South  
Pacific:—It was now one of the most magni-  
ficent sights we ever gazed upon, though we  
never wish to be in similar circumstances, or  
to see quite the like again. The moon above  
was breaking in full glory every few minutes  
through the densest and blackest storm clouds,  
which were here and there riven by the  
blast; the sea beneath was literally one  
mass of white foam, boiling and hissing  
beneath the gale. For a few seconds, when  
the Bacchante first broached to, it was doubt-  
ful what would happen, but the old ship  
came to the wind and lay to of her own  
accord. Having gone into the cabin under  
the poor just before the broach to, experienced  
a curious sensation of grinding  
beneath the screw-well and counter, and by  
the rudder chains. It might be compared to  
the somewhat similar sensation felt when a  
boat's bottom touches rock or sand and  
grinds over them, and hums for a few  
seconds. We knew, of course, it could not  
be thus with us, but suspected it was caused by the wrench the  
rudder then suffered. Owing to the strain  
there had been on the upper deck wheel  
(which had during the day several times  
nearly taken charge), in spite of the dozen  
men that manned it, the main deck steering  
gear had also been connected that evening,  
and was being used at the time of the  
accident, in addition to the upper deck gear.  
As the ship refused to pay off, there was  
nothing for it but to let her run in as she  
was lying to. It was then conjectured that  
something had happened to the rudder, as  
with the helm put hard a-starboard, no ap-  
preciable difference was observed. It was  
not, however, till the next morning that we  
realized our position of being practically  
rudderless on the open sea. The order to  
get on steam was given soon after 11 a.m.,  
and three hours afterwards steam was ready,  
but the screw could not be lowered or con-  
nected, till the morning of the 19th, owing to  
the ship knocking about so much. At 5 a.m.,  
when the screw worked 20 to 25 revolutions,  
the ship would not go off the wind or answer  
her helm. Then we began to suspect what  
had taken place. There was nothing to be  
done but still to continue to lie to, and  
close reefed fore and main-topmast, fore and  
fore stays, her head being south-east  
and by south. She lay to very well. The  
gale continued, and there was of course still  
a very heavy sea, but she proved herself a  
good sea boat, and shipped comparatively  
but little water. The lower deck was, how-  
ever, all afloat through waves washing up  
through the superstructure, and they had one or  
two down the stairs into the ward-room.  
The Prince, according to the signs of  
prophecy in "Aesop," remarks:—"The  
Scots are the best and most successful of  
emigrants. Half the most prominent among  
the statesmen of the Canadian federation,  
Victoria, and Queensland, are Scots, and all the great merchants of India are of  
the same extraction. Whether it is that the  
Scotch emigrants are for the most part men  
of better education than those of other nations,  
or whether the Scotchman owes his  
uniform success in every climate to his per-  
severance or his shrewdness, the fact remains  
that wherever abroad they come across a  
Scotsman, you invariably find him pro-  
perty and respect in estimating continental  
affairs, and with a strong-handed, open-  
hearted hospitality that no words can render  
adequate thanks for. To come in contact  
only with such colonists is morally health-  
giving."

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